ent offered by Mrs. P. J. Thomas of 545 Bixth avenue, who appeared cheerful and happy, despite the handage that concealed a discolored left eye. She, like most of the passengers, had been tossed about and bruised in the merciless pounding the Princess Anne sustained after she struck. Dr. Gains-burgh offered to treat the bruised eye, the little woman declined with nks. "I'll be all right when I get

Passengers Kept Dry.

The passengers had been so well sheltered down in the little hunting cabin of the launch that most of them came aboard the Patrol hardly wet. With them they carried their hand baggage. Trunks and other impedimenta, however, had to be left aboard the stranded

Four trips in all were made and four precious cargoes of human lives were safely transferred without a blunder, ut the slightest mishap. On the last trip the police launch appeared tow-ing one of the lifeboats of the Arverne Const Guard, Capt, Joseph Meade in command. Capt. "Joe" had managed to get the lifeboat alongside the Princess Anne in time to share, in behalf of the United States Coast Guard, the honors which the municipal police force was rapidly monopolizing. Into his life-boat he stowed nine of the crew of the men, tossed them a line and towed them the rest of the way. All in the lifeboat wore life belts and were well wet.

In the last boat to make the felo.

became the skipper, came Capt. Frank C. Seay, commander of the Princess Anne, whose home is at 275 Halsey street, Brooklyn. He was suffering conderably from injuries to a kneecap sustained last Wednesday while has was holding the bridge during the gale. Dr. Gainsburgh found there had been no fracture, but he hurried the captain neward for treatment as soon as possible after arrival at the Battery. Among those rescued were six wo

them all over and treated several members of the crew who had suffered bruises or lacerations.

Landed at the Battery.

The Patrol, with her argosy of happy refugees, steamed for the Battery at 11 o'clock and discharged her passengers at Pier A. two hours later.

On the way up the bay Capt. Seay talked sparingly. He is a typical sea-soned seaman in appearance and is 32 years old. His story for the most part had to be elicited by patient questioning. He had been for eleven years in the employ of the Old Dominion Line. J. be closed similarly. Afterward Madison, J. Brown, General Passenger Agent for Park and other avenues will be attended. the company, who had gone out aboard Park and other avenues will be attended the Patrol, said Seay was one of the to in the order of vehicular importance. line's most trusted officers.

"We left Norfolk Tuesday afternoon at 5 o'clock," said Capt. Seay. ashore at 2:20 Friday morning. First Officer E. W. Barker, who holds skipper's papers, just as I do, had the bridge at the time. I was in the chart room suffering considerably with my injured knee. The gale we had been dding through was one of the worst in all my sea experience. The trip usually takes only nineteen hours.

"Several times we were hove to in the effort to get our bearings. Thus we lost That was why we were short of drinking water from yesterday morning and had to dole it out in limited allowances, which, I believe, was the only actual hardship the passengers had to endure,

ber and could not judge our position because of the blanket of sleet and snow and the heavy sea."

When asked if soundings did not show the shallowing water on the successive heavings of the lead, the captain and also Mr. Brown replied that they preferred not to go into details of that sort

pending official inquiry. Plenty of Food and Heat.

Capt. Seay said the passengers behaved splendidly after the ship struck and remained cheerful from first to last. There was plenty of light and heat at all times and plenty of food. The only reason the passengers had to be fed on hardtack Friday night, the captain said, was that the ship was rolling and pounding so heavily it was impossible to prepare warm food.

Capt. Seay expressed the belief that the Princess Anne would be saved, as she seemed to be resting easily in her sand cradle. He explained that the twenty-sight members of the crew who twenty-eight members of the crew who subsequent loss of hair. Influenza and had been taken off were practically all Pever cause loss of hair. Faithful use of from the steward's department, and that PEROND'S (MILNSHAW) HAIR GROWER a sufficient force of able seamen had remained aboard to help salvage the steamship. He hopes to return to his vessel as soon as possible.

Mr. and Mrs. Walter Grant Thomas of Price \$1.00 & \$2.00 a bettle,

126 West Seventy-fifth street, who were returning from a winter trip to the South, were in the first boatload transferred. Mr. Thomas is an architect. His wife was thrown heavily against her severely bruised. She was in a philoseverely brused. She was in a philo-sophical mood yesterday. "We can't complain," she said; "we had as good treatment as was possible. I have trav-elled extensively, but this is the worst trip I remember."

From the accounts of the refugees which Capt. Seav corroborates, it is clear that the morale of passengers and crew was admirable at all times. The passengers got together, sang songs, and treated the accident as though it were a joke. Even when the ship struck there was no great alarm, for officers lost no time in assuring all hands that they lay close to shore, were in no immediate danger and soon would be surrounded by other craft standing by to succor

Neuro members of the crew started a crap game on the sloping deck and helped vastly to amuse the passengers. Praise for the Police.

Capt. Seay was lavish in his praises of the seamanship of the Police Department marines. They had gone at the job, he said, at a time when both he and the Coast Guard veterans of the life saving stations believed the sea was still running too savagely to make success

Miss Marian Kaese of 172 Manhattan street, who conducts a dancing school in Norfolk, Va., danced for the passengers in the saloon and entertained them with vocal and instrumental selections. The concert was under the light of oil lamps, as the ship's batteries at this time had gone cut of commission.

J. J. Brown, representing the Old De-

minion line, said the Princess Anne car-ried in general merchandise about three-

guarters of her full cargo capacity. He agreed with Captain Seay that the prospects of saving ship and cargo were excellent unless severe storms should as-

Police Sergeant Charles E. Pearce, radie officer of the Patrol, said he found on their first trip on Priday and again /esterday great difficulty in maintain-ing wireless communication with the beached liner. The antenne of her radie gridiron were so see-sheathed as to

make them well nigh useless.

The first cabin passengers rescus were Miss Marian Kaese, 177 Manhatta street, The Bronx; Mr. and Mrs. Walter Grant Thomas, 126 West Seventy-fifth street; Mr. and Mrs. A. J.-Passernac, 1.53 Fifth avenue, and John User, Utica.

N. Y.
Other passengers who have New York
addresses are P. J. Thomas, 640 Sixth
avenue; T. S. Vaughan, 100 West 137th
street; Charles Wigie, Albany avenue,
Brooklyn; Edward Soni, 1,270 Hoe avenue, The Bronx; Peter Castro, 47 Roosenue, The Bron relt street, and Tony C. Rodrigues, 121 Roosevelt street.

Captain James Hallock whose energetic use of the old police boas Patro Sergeant Frederick Graham and ten pa-

FROM SNOW NOW

Continued from First Page.

avenue, Sixteenth avenue, Montague street and the Sheepshead Bay line beyond Avenue L according to the company's reports. As for rallroads, the Long Island, the New York Central and of whom four were passengers and two stewardesses. The physicians looked the New Haven all announced that local trains were on time. Through trains from Roston and the West were delayed, however, from one to four hours. The freight tieups, with decreased passendid not suffer. Thursday, Friday and Erie and Lackawanna service adhered for movement the second item.

The Pennsylvania freight yards are so as usual, but they filled their houses. fairly clos to usual running time.

Commissioner MacStay announce that Fifth avenue below Fifty-ninth street would be closed to all traffic be tween 7 A. M. and 4 P. M. to-day while

Arthur Williams, Federal Fuel Administrator, while of the opinion that immediate danger of food shortage passed with the storm, declared yesterday that deliveries are so handicapped that some sections of the city are suffering for

want of supplies.
Staten Island actually faced a bread milk and coal famine. In the last two days but little bread and milk could be sent to the island. Outlying districts of Brooklyn were in the same predicament. However, resumption of deliveries will be possible to-morrow, it is

New York has ample food reserves in warehouses, Mr. Williams said, though distribution is difficult and will be until all the streets are cleared. He warned situation, however, pointing out that the normal. law does not countenance raising prices secause of the temporary shortages that

Milk deliveries in some cases had to be made by breaking a traffic regulation. In Manhattan and in The Bronx many a nilk wagon traveled along the side-

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Dandruff is the forerunner and Nature's

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Scalp absorbing the LIFE GIVING NOUR-

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ISHMENT to your Hair.

Railroads and Traction Lines Head the List of Financial Losers.

DEPARTMENT STORES HIT

Hotels, Theatres and Taxicab Companies Suffer With Other Interests.

The city's multifarious businesses have ready has played many a gallant part and slush it has left behind losses that in naval rendexvous and in army home-will amount, according to some esticomings, had on board under his orders mates, to \$25,000,000, while other more and slush it has left behind losses that

> As yet many presidents, general managers and directors have made no at tempt to estimate what they have lost fither in damage or in the larger item of lost or snowbound business. It is cer-tain, however, that railways, subways store had all its delivery wagons out and elevated and street car lines have helping cart away snow. It is asking suffered greatly, together with express all its customers who can to take home and trucking companies, department their own bundles and whatever de-stores, theatres and some hotels. Officers of many of these enterprises said senger and in urgent cases only. When yesterday they expected little real relief the snow is cleared this store will have vesterday they expected little real relief efore the middle of the week.

> The heaviest sufferers have been the railroads and traction lines. The New the loss to the city's theatres already York Central Railroad has not yet tabu- was between \$50,000 and \$75,000 and lated its losses, and will give no estimate of them, but Pennsylvania officials despite some improvement, the Saturday expect to be out of pocket more than double performance would be less profitable than usual. In general the theatres will take them a week to get back on fortunate enough to have plays that their feet. Their principal loss is in have been generally recogni

with loaded cars that an embargo has been declared on further shinents of freight for delivery in York, with the exception of food. Whereas the average freight delivery is 1,000 cars it is now only 150 or 200. a large force of men tackles the task of The deliveries of 259 carloads a day of "finishing the job" on that thoroughfare. coal from South Amboy, N. J., are cut to practically nothing. The railroad has thousands of employees shovelling snow to clear tracks, yards and switches. Many of these men are skilled mechanics and laborers who have had to be taken from much more important work, which suffers thereby,

> Traffic Companies' Losses. There is no estimate of the Inter-

borough's loss, which probably will be the largest single item of all, for not even the swollen subway traffic can make up for the surface lines situation. The records of the B. R. T. show that the lost income from passengers in Brooklyn was not so great as had been feared, accounted for largely by the difficulties of the surface lines. Thursday the surface lines receipts were less than the preceding Thursday by \$26,000, while on Friday the receipts of elevated and surface lines combined were \$10,000 less. Yesterday's traffic dealers against taking advantage of this was estimated during the afternoon as

gany found it virtually impossible to debusiness "temporarily held up." said at the main office that the ultimate less to the company would not be great

The taxicab business has been hit quite hard. It is estimated that the total loss thus far is from \$50,000 to \$15,000, and that it probably will be \$150,000 when all the evidence is in. The Black and White Cab Company, which operates \$50 cabs, tried to run a few of them on Friday, but called them all in and will not try again will the transporter. The few taxis that until to-morrow. The few taxis that tried to plough their way around yesterday were for the most part the property

of small owners.

Department stores felt the pinch badly on Thursday and Friday, but for the most part reported things improving yesterday. No department store official would say how much his firm was out of pocket, but one man estimated the loss of all New York's department stores "several millions." A well known store that has a considerable suburban clientele reported its shoppers on Thurssuffered from the storm and the snow day and Friday not one-tenth the usual and slush it has left behind losses that number, with yesterday not much better, practically no one from Long Island, New Jersey or Westchester being present. A well known uptown store reconservative estimates put the figure ported that shoppers on Thursday and Friday had been one-half to one-third ermal, but yesterday was better,

Delivery Wagons Carry Snow. Besides the loss in money customers did not spend the department stores lose

a great accumulation of goods to deliver. Theatrical managers estimated that would total more than \$100,000, because, \$2,000, and in one or two cases \$2,500,

either as represented by empty seats of by refunds on tickets already purchased best known hotels did not suffer at all. Prospective guests from out of town did not materialise and cancelled their reservations, but these were gladly taken by tired business commuters who were caught in town and preferred a few nights in a hotel to the joys of commuting through a blissard. Last night at the Waldorf was one of the hotel's best. Reports from the Commodore and Pennsylvania were good, while the Mc-Alpin and Astor said New Yorkers

ickly took the rooms out of town peo-

however, as people who had packages to send by express would simply wait a few days. Only small packages would be sent parcel post, so the loss would be sent parcel post, so the loss would be sittle. There would be trouble for a while with congestion and perhaps wages for overtime would have to be paid for a week.

The taxicab business has been hit quite hard. It is estimated that the total loss thus far is from \$50,000 to \$75,000, and that

TEN MISSING FROM WRECK.

Part of Crew of Steamer Police Believed to Have Perishod.

ROCKLAND, Me., Feb. 7.—Ten men of the steamship Polias, of the United States Shipping Board, are believed to have perished when they abandoned that vessel last night. Polias, a freight carder of 3,500 tons, went aground on Old Cilley Ledge, twenty miles south of Socklard, in the storm last night. She left Searsport yesterday after having discharged a cargo of coal and was bound for Norfolk.

When it became evident that the vessel would be a total wreck the first mate, an engineer and eight seamen took to a boat in disobedience of the orders of the captain. There was a heavy sea and snowstorm and their boat, it is believed, was capsized. Three life preservers and a boathook were picked up to-day.

The captain and the remaining mem-

bers of the crew were taken off the Polias to-day by coast guard crews and transferred to the cutter Acushnet, of



POSTPONEMENT THE FIRST SESSION OF THE SALE OF RELICS AND

George Washington Owing to traffic conditions has been post-poned until

MEMORABILIA OF

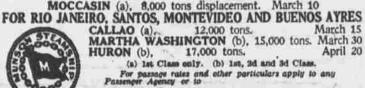
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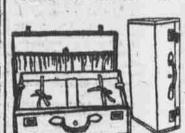


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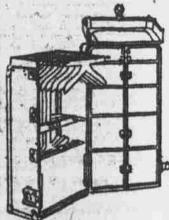


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